

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Arctic) REPORT 25X1

SUBJECT 1. Warships in the Arctic DATE DISTR. 12 October 1955 25X1  
2. Possible Amphibious Operations at Kildin Island  
3. Port of Onega NO. OF PAGES 3

DATE OF INFO. REQUIREMENT NO. RD 25X1

PLACE ACQUIRED REFERENCES

DATE ACQUIRED This is UNEVALUATED Information 25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] four large and six or seven small naval vessels were engaging in maneuvers due north of Kildin Island. All of the large vessels were alike. [redacted] They had a raked bow, one gun mount on the fore-deck, an antiaircraft gun between the gun mount and the bridge, a mast at the after edge of the bridge, two funnels of equal size, a break in the deck between the bridge and the forward funnel, one gun mount on afterdeck, and a cruiser stern. They were about 320 feet long (see sketch No. 1). All of the smaller vessels were alike. They were about 40 feet long, flush deck, torpedo tubes on the deck, a deckhouse well aft, and a plainly visible slit in hull commencing at the bow (see sketch No. 2). 25X1
2. The large vessels sailed two and two in column on each side of [redacted] ship. The distance between them was about two nautical miles. The small vessels sailed in column two to three cable lengths north of the southern-most of the large vessels. The large vessels maintained a speed of about 12 knots and the small vessels a speed of about 20 knots, on an easterly course. The lead vessels made a right turn of 180°, the vessel on the starboard side of [redacted] ship made a sharp turn and the vessel on the port side made a wide turn. At the same time as the lead vessels turned, all the small vessels turned hard right and lay down a bright smoke screen behind them. The rear vessel on the port side also made a hard right turn to a westerly course but shortly thereafter turned right until it disappeared in a smoke screen on a southerly course. The maneuvers of the rear vessel on starboard side could not be observed. 25X1
3. While this maneuver was going on, a submarine was sailing on an alternating (sic) course a good way north of the north column. Only its conning tower was above water. Details of the tower profile could not be observed. 25X1

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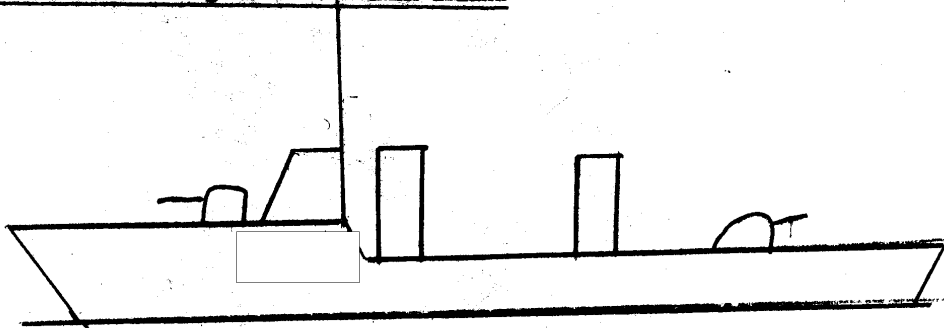
(Note: Washington distribution indicated by "X"; Field distribution by "#")

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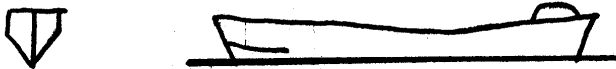
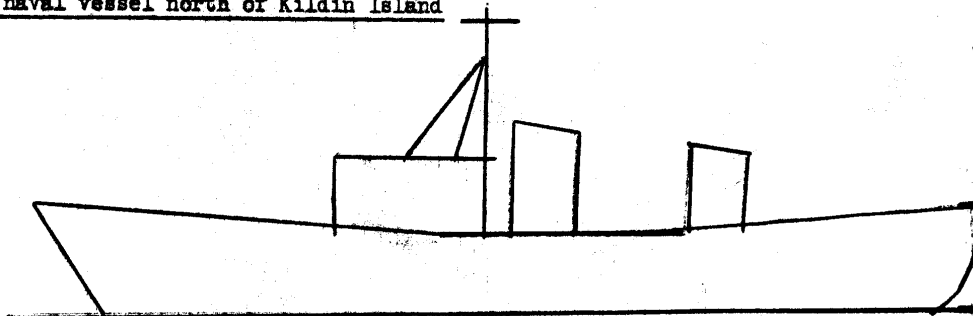
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4. At 1200 hours GMT on 14 June, a large naval vessel was on a northerly course north of Kildin Island. [redacted] was considerably larger than the vessels described above. It had a raked bow, a flush deck, a reverse sheer on the foredeck, a mast at after edge of the bridge, two similar funnels with raked cowls, and a cruiser stern (see sketch No. 3). 25X1
5. The arrival and departure inspections at Omega were more lenient than [redacted] had ever experienced. The inspection commission consisted of two officers, one customs man, one telegrapher, and one doctor. The officers had green uniforms with yellow shoulder boards, with three and two stars in line, respectively. The crew was not turned out but they had to remain in their quarters while the commission went around and checked passports. The ship was not investigated. The inspection on arrival took about three-fourths of an hour. On departure it took only about 20 minutes and the only thing the commission did was to check the passports against the crew list and to collect all the shore passes. 25X1

Sketch No. 1Large vessels exercising north of Kildin Island

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Sketch No. 2Smaller vessels exercising north of Kildin IslandSketch No. 3Large naval vessel north of Kildin Island

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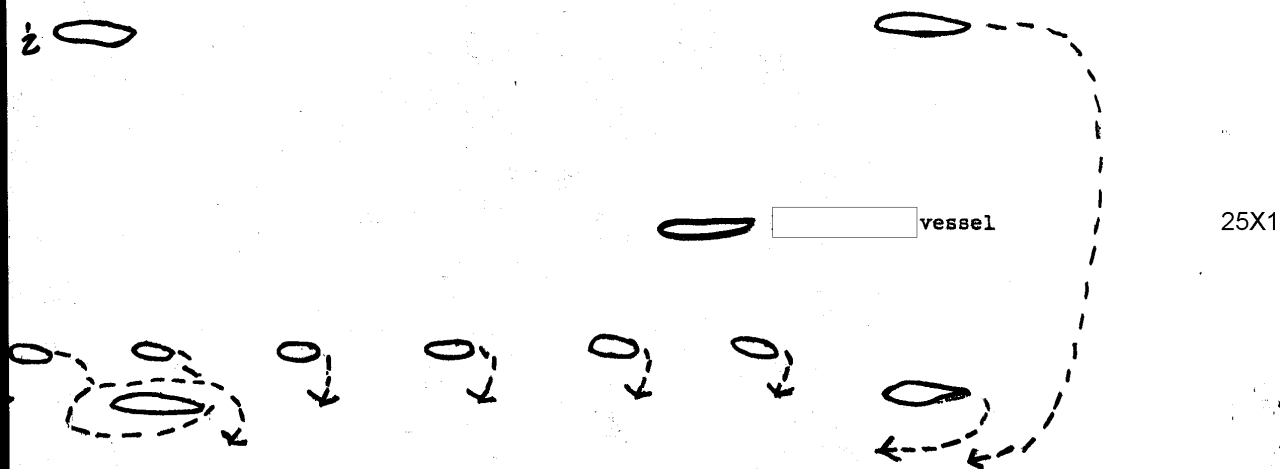


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Sketch No. 4

Naval Exercise off Kilden Island



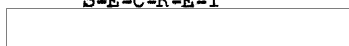
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Smoke screen laid down



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